

STOCKS AND BOND NEWS OF WORLD'S MARKETS FINANCE.

GENERAL ADVANCES DURING THE WEEK

Majority of Stocks Close Higher Than Last Saturday.

THE MARKET STILL STRONG

Profit-Taking Follows the Publication of the Bank Statement—The Volume of Dealings a Fairly Large One for a Half Holiday.

NEW YORK, Aug. 23.—The statement of averages of the associated banks was entirely in line with the estimates published this morning, loans showing a decrease of \$11,469,000, and deposits a decrease of \$11,976,200. There was, however, a decrease in cash of about as much as the expected increase, and the result was an increase in surplus reserve of \$2,618,700, bringing the total of that item to \$3,748,350, compared with a surplus of \$1,845,100 a year ago and one of \$2,888,325 two years ago.

As had been foreseen, the greater part of the financial accommodations extended to Wall Street this week came from institutions not in membership with the New York Clearing House Association, and it is also probable that the leading institutions readjusted their accounts, incidental to the sharp break in Colorado Fuel and Iron and the less important declines in a number of other stocks about the middle of the week.

With the banks holding a surplus reserve of only about half of last year's total, the statistical position of the money market must obviously be taken seriously into consideration. This is clearly evidenced by what appears to be the starting up today of the usual early autumn demand for crop moving purposes from the West.

Transfer of Money.

Later this afternoon there was transferred through the subtreasury \$250,000, of which \$500,000, in two lots, was forwarded to Chicago and the balance to New Orleans. This makes nearly \$1,000,000 transferred this week.

The volume of dealings was fairly large, considering the short session, but more than half of the transactions took place in eight stocks. These were Southern Pacific, which led the entire list in activity and closed nearly 2 points higher; Western Union Telegraph, which was second in point of interest, and closed at a net gain of nearly a point, and at the highest price of the day; Union Pacific, Norfolk and Western, Ontario and Western, Colorado Fuel and Iron, Pennsylvania Railroad and Erie.

With these exceptions few issues approached the 3,000 share mark. The market opened with a fairly brisk movement, but, and finally became irregular, owing to profit-taking on the publication of the bank statement.

Advances in a Majority.

The net changes in the more active issues were divided on both sides of the account, and in a few cases reached a full figure. The majority of the entire list, however, showed advances.

On night dealings strength was displayed in Erie preferred issues, Evansville and Terre Haute, the "So" stocks and in Canadian Pacific. Colorado Fuel and Iron was the only industrial stock that attained real activity, and it finished at a net decline of over a point. The United States Steel issues were neglected.

The railway bond market was quiet, but firm for most issues. In the stock market, dealings were light, but the tone firm. The features were American Writing Paper, Virginia Coal and Coke stock, Montreal and Boston, and White Knob Copper shares and the new Rock Island common. The stock market closed strong.

Gains Over Last Week.

As compared with the final prices of last Saturday, the majority of stocks are higher. The more important net advances are in Southern Pacific, 3 1/2 per cent; Louisville and Nashville, 3 1/4, Ontario and Western and Norfolk and Western, 2 1/2 each; Canadian Pacific, 2 1/4; Tennessee Coal and Iron, 1 3/4; Chicago Great Western, 1 1/2; Algonquin Copper and Poughkeepsie Railroad, 1 1/2; Erie, Reading and Union Pacific, 1 1/4 each; Chicago and Alton, Reading second preferred, and Southern Railway, 1 each; Erie first preferred, 3/4; American Car and Poultry, American Locomotive, and Reading first preferred, 3/4 each; American Sugar Refining, Atchafalpa, and Baltimore and Ohio, 3/4 each; Chesapeake and Ohio, and Martinsburg Railway, 3/4 per cent each. The noteworthy declines are in Colorado Fuel and Iron, 1 1/4 per cent, and Metropolitan Street Railway, 3/4 per cent.

New York Stock Exchange, Aug. 23.

The following table shows the highest, lowest, and last prices of all stocks sold on the stock exchange today and the net changes from yesterday's closing prices:

Stock	High	Low	Last	Chg.
Am. Copper	62 1/2	62 1/2	62 1/2	+ 1/2
Am. Ry. & P.	62 1/2	62 1/2	62 1/2	+ 1/2
Am. Car & P.	34 1/2	34 1/2	34 1/2	+ 1/2
Am. Dist. Tel.	28 1/2	28 1/2	28 1/2	+ 1/2
Am. Ice	12 1/2	12 1/2	12 1/2	+ 1/2
Am. Locomotive	32 1/2	32 1/2	32 1/2	+ 1/2
Am. Smelting	46 1/2	46 1/2	46 1/2	+ 1/2
Am. Sugar	132 1/2	132 1/2	132 1/2	+ 1/2
Am. Tel. & Tel.	172 1/2	172 1/2	172 1/2	+ 1/2
Am. Woolen	72 1/2	72 1/2	72 1/2	+ 1/2
Am. Zinc	102 1/2	102 1/2	102 1/2	+ 1/2
Atchafalpa	102 1/2	102 1/2	102 1/2	+ 1/2
Baltimore & O.	102 1/2	102 1/2	102 1/2	+ 1/2
Boston & A.	102 1/2	102 1/2	102 1/2	+ 1/2
Brooklyn Rapid Tr.	62 1/2	62 1/2	62 1/2	+ 1/2
Canadian Pac.	132 1/2	132 1/2	132 1/2	+ 1/2
Ches. & O.	54 1/2	54 1/2	54 1/2	+ 1/2
Chicago & Alton	44 1/2	44 1/2	44 1/2	+ 1/2
Chic. Great West.	34 1/2	34 1/2	34 1/2	+ 1/2
C. & O. West.	84 1/2	84 1/2	84 1/2	+ 1/2
C. & St. P.	182 1/2	182 1/2	182 1/2	+ 1/2
C. & N. Y.	182 1/2	182 1/2	182 1/2	+ 1/2
C. & O. P.	182 1/2	182 1/2	182 1/2	+ 1/2
C. & O. S.	182 1/2	182 1/2	182 1/2	+ 1/2
C. & O. T.	182 1/2	182 1/2	182 1/2	+ 1/2
C. & O. U.	182 1/2	182 1/2	182 1/2	+ 1/2
C. & O. V.	182 1/2	182 1/2	182 1/2	+ 1/2
C. & O. W.	182 1/2	182 1/2	182 1/2	+ 1/2
C. & O. X.	182 1/2	182 1/2	182 1/2	+ 1/2
C. & O. Y.	182 1/2	182 1/2	182 1/2	+ 1/2
C. & O. Z.	182 1/2	182 1/2	182 1/2	+ 1/2

Stock	High	Low	Last	Chg.
Col. Fuel & Iron	74 1/2	74 1/2	74 1/2	+ 1/2
Col. Southern	74 1/2	74 1/2	74 1/2	+ 1/2
Col. South. 2d	74 1/2	74 1/2	74 1/2	+ 1/2
Col. South. 3d	74 1/2	74 1/2	74 1/2	+ 1/2
Corn Products	32 1/2	32 1/2	32 1/2	+ 1/2
Corn Products p.	84 1/2	84 1/2	84 1/2	+ 1/2
Delaware & Hud.	174 1/2	174 1/2	174 1/2	+ 1/2
Denver & Rio Gr.	42 1/2	42 1/2	42 1/2	+ 1/2
Delver & R. G.	92 1/2	92 1/2	92 1/2	+ 1/2
Detroit Southern	22 1/2	22 1/2	22 1/2	+ 1/2
Detroit South. p.	42 1/2	42 1/2	42 1/2	+ 1/2
Detroit U. Ry.	82 1/2	82 1/2	82 1/2	+ 1/2
Ind. of Am. Ry.	22 1/2	22 1/2	22 1/2	+ 1/2
Ind. Central	22 1/2	22 1/2	22 1/2	+ 1/2
D. S. & A.	194 1/2	194 1/2	194 1/2	+ 1/2
D. S. & A. p.	34 1/2	34 1/2	34 1/2	+ 1/2
Erie	40 1/2	40 1/2	40 1/2	+ 1/2
Erie 1st p.	62 1/2	62 1/2	62 1/2	+ 1/2
Erie 2nd p.	22 1/2	22 1/2	22 1/2	+ 1/2
E. & T. H.	62 1/2	62 1/2	62 1/2	+ 1/2
F. D. C.	62 1/2	62 1/2	62 1/2	+ 1/2
Geo. A. Fuller	52 1/2	52 1/2	52 1/2	+ 1/2
Geo. A. Fuller p.	102 1/2	102 1/2	102 1/2	+ 1/2
Ill. Northern	194 1/2	194 1/2	194 1/2	+ 1/2
Ill. Central	168 1/2	168 1/2	168 1/2	+ 1/2
Inter. Paper	21 1/2	21 1/2	21 1/2	+ 1/2
Iowa Central	51 1/2	51 1/2	51 1/2	+ 1/2
Iowa Central p.	82 1/2	82 1/2	82 1/2	+ 1/2
Kansas City & So.	37 1/2	37 1/2	37 1/2	+ 1/2
Kansas City p.	82 1/2	82 1/2	82 1/2	+ 1/2
K. C. F. S. & M.	82 1/2	82 1/2	82 1/2	+ 1/2
Louisville & Nash	152 1/2	152 1/2	152 1/2	+ 1/2
Man. Con.	122 1/2	122 1/2	122 1/2	+ 1/2
M. S. 1st in p.	127 1/2	127 1/2	127 1/2	+ 1/2
Met. St. Railway	147 1/2	147 1/2	147 1/2	+ 1/2
Mexican Central	20 1/2	20 1/2	20 1/2	+ 1/2
M. S. P. & S. M.	74 1/2	74 1/2	74 1/2	+ 1/2
M. S. P. & S. M. p.	132 1/2	132 1/2	132 1/2	+ 1/2
Mo. Kan. & Tex.	32 1/2	32 1/2	32 1/2	+ 1/2
Mo. Kan. & T. p.	62 1/2	62 1/2	62 1/2	+ 1/2
Nashville & Chas.	112 1/2	112 1/2	112 1/2	+ 1/2
Nat. Biscuit Co.	47 1/2	47 1/2	47 1/2	+ 1/2
Nat. Biscuit Co. p.	102 1/2	102 1/2	102 1/2	+ 1/2
Nat. Biscuit Co. 2d	47 1/2	47 1/2	47 1/2	+ 1/2
Nat. Biscuit Co. 3d	47 1/2	47 1/2	47 1/2	+ 1/2
N. Y. Air Brake	192 1/2	192 1/2	192 1/2	+ 1/2
N. Y. Ch. & St. L.	52 1/2	52 1/2	52 1/2	+ 1/2
N. Y. Ch. & St. L. p.	102 1/2	102 1/2	102 1/2	+ 1/2
N. Y. Ch. & St. L. 2d	52 1/2	52 1/2	52 1/2	+ 1/2
N. Y. Ch. & St. L. 3d	52 1/2	52 1/2	52 1/2	+ 1/2
N. Y. Ch. & St. L. 4th	52 1/2	52 1/2	52 1/2	+ 1/2
N. Y. Ch. & St. L. 5th	52 1/2	52 1/2	52 1/2	+ 1/2
N. Y. Ch. & St. L. 6th	52 1/2	52 1/2	52 1/2	+ 1/2
N. Y. Ch. & St. L. 7th	52 1/2	52 1/2	52 1/2	+ 1/2
N. Y. Ch. & St. L. 8th	52 1/2	52 1/2	52 1/2	+ 1/2
N. Y. Ch. & St. L. 9th	52 1/2	52 1/2	52 1/2	+ 1/2
N. Y. Ch. & St. L. 10th	52 1/2	52 1/2	52 1/2	+ 1/2

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Col. South. 3d	74 1/2	74 1/2	74 1/2	+ 1/2
Corn Products	32 1/2	32 1/2	32 1/2	+ 1/2
Corn Products p.	84 1/2	84 1/2	84 1/2	+ 1/2
Delaware & Hud.	174 1/2	174 1/2	174 1/2	+ 1/2
Denver & Rio Gr.	42 1/2	42 1/2	42 1/2	+ 1/2
Delver & R. G.	92 1/2	92 1/2	92 1/2	+ 1/2
Detroit Southern	22 1/2	22 1/2	22 1/2	+ 1/2
Detroit South. p.	42 1/2	42 1/2	42 1/2	+ 1/2
Detroit U. Ry.	82 1/2	82 1/2	82 1/2	+ 1/2
Ind. of Am. Ry.	22 1/2	22 1/2	22 1/2	+ 1/2
Ind. Central	22 1/2	22 1/2	22 1/2	+ 1/2
D. S. & A.	194 1/2	194 1/2	194 1/2	+ 1/2
D. S. & A. p.	34 1/2	34 1/2	34 1/2	+ 1/2
Erie	40 1/2	40 1/2	40 1/2	+ 1/2
Erie 1st p.	62 1/2	62 1/2	62 1/2	+ 1/2
Erie 2nd p.	22 1/2	22 1/2	22 1/2	+ 1/2
E. & T. H.	62 1/2	62 1/2	62 1/2	+ 1/2
F. D. C.	62 1/2	62 1/2	62 1/2	+ 1/2
Geo. A. Fuller	52 1/2	52 1/2	52 1/2	+ 1/2
Geo. A. Fuller p.	102 1/2	102 1/2	102 1/2	+ 1/2
Ill. Northern	194 1/2	194 1/2	194 1/2	+ 1/2
Ill. Central	168 1/2	168 1/2	168 1/2	+ 1/2
Inter. Paper	21 1/2	21 1/2	21 1/2	+ 1/2
Iowa Central	51 1/2	51 1/2	51 1/2	+ 1/2
Iowa Central p.	82 1/2	82 1/2	82 1/2	+ 1/2
Kansas City & So.	37 1/2	37 1/2	37 1/2	+ 1/2
Kansas City p.	82 1/2	82 1/2	82 1/2	+ 1/2
K. C. F. S. & M.	82 1/2	82 1/2	82 1/2	+ 1/2
Louisville & Nash	152 1/2	152 1/2	152 1/2	+ 1/2
Man. Con.	122 1/2	122 1/2	122 1/2	+ 1/2
M. S. 1st in p.	127 1/2	127 1/2	127 1/2	+ 1/2
Met. St. Railway	147 1/2	147 1/2	147 1/2	+ 1/2
Mexican Central	20 1/2	20 1/2	20 1/2	+ 1/2
M. S. P. & S. M.	74 1/2	74 1/2	74 1/2	+ 1/2
M. S. P. & S. M. p.	132 1/2	132 1/2	132 1/2	+ 1/2
Mo. Kan. & Tex.	32 1/2	32 1/2	32 1/2	+ 1/2
Mo. Kan. & T. p.	62 1/2	62 1/2	62 1/2	+ 1/2
Nashville & Chas.	112 1/2	112 1/2	112 1/2	+ 1/2
Nat. Biscuit Co.	47 1/2	47 1/2	47 1/2	+ 1/2
Nat. Biscuit Co. p.	102 1/2	102 1/2	102 1/2	+ 1/2
Nat. Biscuit Co. 2d	47 1/2	47 1/2	47 1/2	+ 1/2
Nat. Biscuit Co. 3d	47 1/2	47 1/2	47 1/2	+ 1/2
N. Y. Air Brake	192 1/2	192 1/2	192 1/2	+ 1/2
N. Y. Ch. & St. L.	52 1/2	52 1/2	52 1/2	+ 1/2
N. Y. Ch. & St. L. p.	102 1/2	102 1/2	102 1/2	+ 1/2
N. Y. Ch. & St. L. 2d	52 1/2	52 1/2	52 1/2	+ 1/2
N. Y. Ch. & St. L. 3d	52 1/2	52 1/2	52 1/2	+ 1/2
N. Y. Ch. & St. L. 4th	52 1/2	52 1/2	52 1/2	+ 1/2
N. Y. Ch. & St. L. 5th	52 1/2	52 1/2	52 1/2	+ 1/2
N. Y. Ch. & St. L. 6th	52 1/2	52 1/2	52 1/2	+ 1/2
N. Y. Ch. & St. L. 7th	52 1/2	52 1/2	52 1/2	+ 1/2
N. Y. Ch. & St. L. 8th	52 1/2	52 1/2	52 1/2	+ 1/2
N. Y. Ch. & St. L. 9th	52 1/2	52 1/2	52 1/2	+ 1/2
N. Y. Ch. & St. L. 10th	52 1/2	52 1/2	52 1/2	+ 1/2

Nat. Biscuit Co.	47 1/2	47 1/2	—	1/2
Nat. Biscuit Co. p. 103 1/4	103 1/4	103 1/4	—	1/2
Nat. Rail. of Mex.	19 1/2	19 1/2	—	1/2
New Central Coal.	45	45	—	1/2
New York & N. H.	189 1/2	189 1/2	—	1/2
New York Central	164 1/4	162 1/2	164 1/4	+ 1/2
N. Y. C. & St. L.	56 1/2	56 1/2	56 1/2	+ 1/2
N. Y. C. Ont. & W.	26 1/2	26 1/2	26 1/2	+ 1/2
Norfolk & West.	71 1/2	70 1/2	71 1/2	+ 1/2
Norfolk & W. p.	73 1/2	73 1/2	73 1/2	+ 1/2
Pacific Coast 2d p.	83	83	83	+ 1/2
Pacific Mail.	44	44	44	—
Pennsylvania	161 1/4	160	161	+ 1/2
People's Gas of Chi.	104 1/2	104	104 1/2	—
P. & E. East.	41	41	41	—
P. & E. p.	25	25	25	+ 1/2
Pressed Steel Car.	51 1/2	51 1/2	51 1/2	+ 1/2
Pressed S. C. p.	88 1/2	88	88 1/2	+ 1/2
Py. Steel Spring.	32 1/2	31 1/2	32 1/2	+ 1/2
Reading	68	67 1/2	67 1/2	—
Rock Island	74 1/2	74	74	—
Republic Steel	44 1/2	44 1/2	44 1/2	+ 1/2